

## LINER KOREA MARKED TIME IN STORM

Making less than 10 knots an hour and an average of 100 miles in 24 hours, the Pacific Mail liner Korea is declared this morning to have encountered the worst of the storm the first few days out from San Francisco.

All her officers unite in stating that the trip was one of the worst experienced in this part of the Pacific in many years. While no material damage was done the big vessel it was found impossible to drive the liner through the mountainous seas, and a more southerly course under slower speed was followed until better weather conditions were found.

The Korea brought one of the largest delegations of mainland tourists to reach the islands this season. A total of 125 cabin, 6 second class and one steerage passengers arrived for Honolulu.

In departing from San Francisco, first class accommodations were at a premium. In proceeding to the Far East this evening, 47 cabin, 14 second class and 145 steerage passengers will continue the voyage to ports in Japan, China and Philippines.

Of the half dozen machines brought to Honolulu in this vessel four of them are the property of visitors to the islands who propose to make an extended stay here.

The liner was halted on the voyage while the transfer of Chief Steward Morgan from the Korea to the China was effected.

In rounding up the Asiatic crew after leaving San Francisco, two Japanese stowaways were discovered who will be returned to their native land.

Cargo for Honolulu amounts to less than 150 tons. A small amounting to 104 sacks arrived for this port.

In departing for the coast of Asia at 5 o'clock this evening the Korea will be supplied with a quantity of island coffee and pine.

**Hilsonian Freight Now Moving.**  
Fast work is being accomplished in the discharge of freight from the station Navigation steamer Hilsonian, now an arrival at the port. This vessel is to be discharged of about 1500 tons of cargo at Honolulu, following which it will proceed to island ports. The vessel also carries 82 tons of freight for Kaniapali, 604 tons for Hilo, 247 tons for Port Allen and 431 tons for Kahuhi.

The freighter expects to sail for Port Allen tonight, but before departing will take on 2000 cases of pine-apples and other cargo. At Port Allen 800 tons of sugar will be added, 1100 at Kaniapali and 1500 at Hilo.

**New Propeller for Wilhelmina.**  
Under the cover of darkness, the new bronze blade will be fitted to the Matson Navigation liner Wilhelmina tonight. The vessel is to enter the inter-island floating drydock Honolulu this evening, leaving the structure shortly after midnight if all goes well with the installation.

The work will be rushed as it is the intention to dispatch the Wilhelmina for Hilo tomorrow, there to be discharged of a quantity of cargo. Much sugar awaits the vessel at the Hawaii port. The accident, it is declared, will not prevent the Wilhelmina getting away for San Francisco at 10 o'clock next Wednesday morning according to the regular schedule.

**Forerics May Sail Tonight.**  
The British freighter Forerics, it is expected, will be discharged of the 5200 tons of Australian coal this evening and be ready to sail for the South at that time. This vessel will take ballast only. The vessel brought fuel from Newcastle, N. S. W. in departure from the inter-island coal bunkers, the steamer Strathaird will be given a place there, where an additional shipment of 5600 tons of coal from Australia will be discharged.

**PASSENGERS EXPECTED**  
Per M. N. S. S. Honolulu, from San Francisco, due Jan. 27. Miss Clara H. Haynes, Mrs. E. J. Canna, Miss D. Brems, Miss A. T. Thewlis, Miss Eva M. Beach, Mr. and Mrs. H. E. Walker, Miss L. Reharr, Mrs. A. M. Moore, E. L. Jewett, Marvin Jordan, J. H. M. Le Aply, Harry Newcomb.

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Thursday, January 22.  
San Francisco—Korea, P. M. S. S. a. m.  
Maui ports—Mauna Loa, str., a. m.

**DEPARTED**  
Wednesday, January 21.  
Hawaii ports—Helena, str., p. m.

Following a passage to the coast and departing from Honolulu on Jan. 12, the steamer J. A. Chanslor arrived at Monterey on Tuesday.

**TIDES—SUN AND MOON**

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New moon Jan. 25 at 8:05 p.m.

## ARMY AND NAVY

[By Latest Mail]  
SAN FRANCISCO—Col. William H. G. Bowen, commanding officer at the Presidio, San Francisco, one of the best-liked officers in the army, one with a splendid record for gallantry in action, particularly in the Indian wars, and who could reasonably have expected to become a brigadier-general within the next two years, was arbitrarily retired from active service by telegraphic orders issued under authority of President Wilson. Colonel Bowen immediately turned over command of the Presidio to Col. George Bell Jr., who probably will be the permanent commanding officer there.

To the entire Presidio the retirement order came as a surprise and a shock. Colonel Bowen would not have reached retiring age until 1916, but the president simply took advantage of the law that permits him to retire an officer arbitrarily at the age of 62. Colonel Bowen reached this age last Wednesday. He was born in New Mexico January 7, 1852, but so far as his capabilities for active service are concerned, he does not appear a year over 55. He assumed command of the Presidio when the 12th Infantry came here from Monterey a few weeks ago.

Colonel Bowen was appointed a second lieutenant in the 5th Infantry October 15, 1875. He has served in the 5th, the 18th, the 18th and the 12th regiments of Infantry, commanding the last named regiment since July 1, 1908. His field record on the plains and in the Spanish-American war is a magnificent one.

The retirement order came direct

**Better Weather off Maui Coast.**  
Better weather conditions prevailed off the coast of Maui according to reports brought to this city today with the arrival of officers in the Mauna Loa. This vessel arrived this morning with a small fleet of passengers and a general cargo, including 540 sacks of sugar, 21 sacks of beans, 34 sacks corn, 101 sacks of spuds, 32 sacks of taro, 55 crates of chickens and 78 packages of sundries.

Sugar awaiting shipment at Kilauea amounts to 1500 sacks. The Mauna Loa is to be dispatched for Maui ports at 5 o'clock Friday evening.

**PASSENGERS ARRIVED**

Per Pacific Mail S. S. Korea, from San Francisco, January 22.—For Honolulu: George Adams, Mrs. George Adams, Miss A. T. Bottomley, Mrs. Levi Butts, C. H. Dickey, Mrs. A. T. Bottomley, R. C. Graves, Miss E. M. Gray, Miss M. H. Gray, Mrs. G. S. Hosmer, E. Lombard and chauffeur, Dr. S. W. Lyons, H. G. May, Mrs. S. A. McCanna, Master J. H. McClellan, J. C. Meagher, J. Mulvihill, N. Nathan, Miss Ethel Ogden, Mrs. M. H. Quinn, Mrs. J. Rosenberg, Miss D. Russell, J. R. Slattery, F. D. Smith, F. E. Thompson, F. H. Widemann, G. V. Long, W. A. Holman, E. Vance Miller, S. W. Schiff, Charles Rowland, Mrs. M. E. Alexander, Mrs. Irene Bell, Miss S. Bottomley, Miss M. Chaplin, Mrs. C. H. Dickey, Miss Louise Farley, Mrs. R. C. Graves, Miss J. Gustafson, Frank Hickman, Paul Keyser, Mrs. H. Lombard and child, Mrs. S. W. Lyons, C. D. McClellan, Gen. J. McClellan, Leon McClellan, Miss N. Miller, J. L. Nagle, Mrs. N. Nathan, Master I. Rosenberg, C. H. Schlick, Mrs. J. R. Slattery, Frank Sooy, Mrs. F. E. Thompson, P. L. Williams, F. W. Millitzer, Mrs. W. A. Holman, H. E. Stevens, Chuck Jaw, Mrs. Chas. Rowland, F. A. Baker, Mrs. F. A. Baker, L. J. Boury, Miss C. Cunningham, A. Elliott, A. Gay, Miss Ethel Graves, W. G. Hartmann, Ralph S. Hosmer, Mrs. Paul Keyser, F. E. Lyons, Mrs. G. L. Lyons, Miss Maud McCanna, Mrs. J. McClellan, Miss A. McConville, W. H. Montgomery, Ward Montgomery, Walter Ogden, Col. Sam Parker, C. S. Rand, Miss H. Rosenberg, Mrs. C. H. Schlick, G. F. Smith, Mrs. Frank Sooy, L. Tinger, Samuel Williams, Consul A. Armstrong, I. C. Rowland, Miss Edith Seatter, Charles Barrett, James G. Blaine, T. B. Brown, H. D. Dumont, Mrs. A. Elliott, G. Geishardt, Mrs. S. Geishardt, Mrs. W. C. Hartmann, Mrs. Ralph S. Hosmer, H. F. Littlefield, Mrs. H. F. Littlefield, M. G. Mattinson, Mrs. M. G. Mattinson, Miss J. McClellan, J. T. McCrosson, W. F. Montgomery, Mrs. W. F. Montgomery, Mrs. Walter Ogden, A. Van Phinney, Mrs. C. S. Rand, Miss Rand and governess, C. H. Sharp, Mrs. C. H. Sharp, J. M. Tate, Jr., Mrs. J. M. Tate, Jr., Miss Kate Williams, Miss Elsa Hollinger, Miss M. Carr, Miss H. Armstrong, Mrs. I. C. Rowland, For Yokohama: Bishop S. C. Breynfogel, E. H. Wilson, Miss P. Damon, Mrs. E. H. Wilson and infant, Mrs. H. H. Irwin, Yoshio Shin-yo, K. Muhlmann, For Manila: Jas. V. Brownell, I. M. Duley, Rev. W. F. Kinsey, Mrs. J. T. Russell and infant, John B. Weber, Rev. J. F. Cottingham, H. I. Judson, Mrs. W. F. Kinsey, Dr. F. W. Shephardson, Mrs. J. P. Cottingham, Mrs. H. I. Judson, Rev. F. Llanos, Mrs. F. W. Shephardson, Mrs. L. C. Cox and infant, Miss H. Judson, Rev. J. T. Russell, Paul C. Trimble, Mrs. John B. Weber, For Shanghai: Rev. C. G. Trimble, Mrs. C. G. Trimble and infant, For Hongkong: S. A. Bullfinch, L. I. Mowry, Miss G. Rast, Mrs. F. Sheldon, Mrs. S. A. Bullfinch, Mrs. L. I. Mowry, E. A. Richard and valet, Mrs. C. Von Siep, Miss M. G. Bullfinch, Miss Alice Clark, Mrs. E. A. Richard, J. G. Ward, G. M. Clark, Mrs. G. M. Clark, P. D. Taylor.

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to Colonel Bowen, and not through the western department, and at a time when he scarcely was settled in his new quarters at the Presidio.

WASHINGTON—Legislation to provide for admirals and vice-admirals in the navy, with permanent commissions, and not merely holding the rank while actually serving on sea duty in command of the fleets or squadrons, is urged in memoranda just submitted by Paymaster-General Cowie, U. S. N., to the house committee on naval affairs. This recommendation follows Secretary Daniels' declaration in favor of four vice-admirals and the reported favorable attitude of the naval committee in favor of temporary commissioning of rear-admirals in these higher ranks.

"This rumored attitude on the part of the naval committee regarding a question of such vital moment," wrote the paymaster-general, "is the source of much apprehensive worry to government officials, naval officers and other persons familiar with international affairs, who in their well-founded knowledge, very keenly appreciated the necessity which demands the creation of permanent higher flag rank in the American navy."

**Only Half-way Measure.**  
"A law that would grant only temporary commissions as admirals and vice-admirals would, at best, prove hardly more than a half-way measure, and would almost entirely fail to bring about those national benefits and advantages of position, the obtaining of which constitutes the motive of recommendation. Supreme command, in international activities, depends not only on relative grade standings, regarded separately, but also on the seniority of commissions within a grade."

"The perpetual relegation of American commanders to inferior phases of joint duties under foreign leadership is something that is neither profitable in practice, nor pleasant to think upon."

"An admiral should command a fleet, a vice-admiral should command a squadron, a rear-admiral should command a division."

The paymaster-general added that it was opposed to all common sense, as well as to the necessities of propriety, for a commander in chief to bear the rank and title as the subordinate division and squadron heads under his flag.

"The United States," he said, "is the only naval power that confides the command of a powerful battle fleet to a rear-admiral, and even the Chinese, Portuguese and Danish navies have vice-admirals who take precedence over the commander in chief of the American Atlantic fleet."

**Opposes Rank for Chaplains.**  
Vigorous opposition to conferring military rank on chaplains in the navy is expressed by Rear-admiral Victor Blue, chief of the bureau of navigation of the navy department, in a communication to the house naval affairs committee. He said the term chaplain ought to be a rank in itself. "A chaplain," said Admiral Blue, "has no military authority. I do not wish to speak in derogation of our chaplains generally, but in the past I have seen some of them do what we call 'stand on rank' and rank, of course, especially high rank, is conducive to a spirit of superiority which is incompatible with the proper relationship between a clergyman and his congregation."

**Ventura Nearing the Port.**

The Oceanic liner Ventura, it is predicted, will be off the port at an early hour tomorrow morning, with 60 tons of refrigerated meat and other lines of Australian provisions, besides 250 tons of general cargo. The Ventura is to be dispatched for San Francisco about 4 o'clock in the afternoon. Less than 40 passengers have been booked for the coast trip.

**Siberia Sailed from the Coast.**

The Pacific Mail liner Siberia has sailed from San Francisco, the vessel departing for Honolulu and the coast of Asia at 1:30 this afternoon according to a cable received at the agency of H. Hackfeld & Company. The Siberia is understood to have departed with about 100 passengers for Honolulu.

**Harbor Notes**

The Matson Navigation steamer Wilhelmina will be given a short shift on the floating drydock, that vessel being expected to be refloated shortly after midnight.

It is predicted that the Canadian-Australasian liner Niagara, from Sydney by the way of Auckland and Suva will arrive at Honolulu on schedule time. The vessel should reach quarantine anchorage Tuesday morning.

With a few cabin passengers and a large freight, the Matson Navigation steamer Honolulu is reported to have sailed from San Francisco at 5:30 Tuesday afternoon. The Honolulu is due to arrive here on next Tuesday morning.

**VESSELS TO AND FROM THE ISLANDS**

[Special Cable to Merchants' Exchange]

Thursday, Jan. 22.  
SAN FRANCISCO—Sailed, Jan. 22, 1:30 p.m., S. S. Siberia, for Honolulu.

KAHULUI—Sailed, Jan. 21, schr. Columbia, for Puget Sound.

VICTORIA—Sailed, Jan. 21, S. S. Makura, for Honolulu.

S. S. KOREA sails for Yokohama at 5 p.m. today.

See what's doing at 112 Queen St.

## SAM PARKER MAKES TRIP VIA MAGELLAN

(Continued from page one)

vented such a proceeding.

The several members of the party were manifested on the ship's papers as a part of the crew. Colonel Parker posed as mess boy, and he freely admits that while the duties were merely nominal, he was prevailed upon to accept compensation at the end of the voyage at the rate of 25 cents a month.

"Captain Johnson turned around and in a harmless little game of pedro, beat me out of that two-bit piece," sighed the Colonel becoming reminiscent.

Mrs. Kinsman was listed as stewardess, while Adams, the boy-voyager and clubman, was rated as a purser. "I guess that a Wilson man at right," smiled the colonel as he turned to greet a crowd of Honoluluans who gathered at the wharf to bid him welcome. "However, my trip to the mainland had no political significance."

Colonel Parker refused to affirm or deny that he was a receptive candidate for any one of the territorial offices now at the gift of the president of the United States or Governor Pinkham.

## IMPORTANT LINK IS FORGED IN FAR EAST TRADE

The long looked for direct steamship line between Indo China and Manila has at last been realized in the formation of the Compagnie de Commerce et de Navigation d'Extreme Orient, in Halphong, Indo-China.

The new organization, which is a French company, has purchased two new steamers which they will operate between Halphong, Saigon and Manila, probably making the trips alternately between the former ports and Manila. Cebu and Iloilo will also be included in the Philippine ports of call, as required. The new company will carry freight and passengers.

Messrs. Smith, Bell and Company are in the receipt of a letter from Halphong advising them that the first steamer of the new company will leave Halphong early in January for Manila, with a full cargo of cement and that the alternating trip will probably be from Saigon to Manila with rice.

In the letter to Messrs. Smith, Bell and Company the organization of the company is given out as primarily for the establishment of better and more direct relations between the French colonies in the far east and the Philippines.

Some months ago E. J. Haberer, a former Manila newspaper man, visited Halphong and emphasized among the officials and businessmen there the need of a direct service to Manila. The matter met with the approval of businessmen and officialdom of Halphong.

**New Liners Soon En Route.**

The Admirals Schley and Sampson, the two steamships recently purchased by the Alaska Pacific Company to be added to the fleet plying between San Francisco and Puget Sound, are being prepared on the Atlantic for the maiden trip to the Pacific. The Dewey is at New York and the Schley is at Philadelphia. Both vessels will go on the berth in a few days. They are expected to be in active operation on the Pacific by the first of March.

The Admiral Sampson and Watson are now running between San Francisco and Seattle, and Admiral Farragut being laid up for annual overhauling. On January 15 the Sampson sailed from Seattle for southeastern and southwestern Alaska, the run to extend as far as Kodiak. This is an unusual time of the year to send a vessel as big as the Sampson, but this is necessary on account of a shortage of small steamers. The Yukon and Jeanie have been lost in disasters in the last two years. The Jeanie is a total wreck, it is reported. After March 1 the Admirals Farragut, Dewey and Schley will run regularly between San Francisco and Puget Sound.

**Increased Demand for Oil in Far East.**

The demand for oil fuel in the Far East is one of the big factors in the oil business, and the transportation across the Pacific is another factor to the men of affairs. This despite the recent development of oil fields of Korea, Manchuria, Burma and other places. At present all the oil tankers taking oil to the Orient return to the coast in ballast.

It is now indicated that within a few years this condition will change. It is said that most of the Far Eastern oil possesses a paraffine base and a vast amount of benzene and gasoline can be refined from this. Owing to the increased demand for this product here it is believed that in the near future the tankers will return with either crude or refined oil. This will ultimately mean the doubling of the oil tonnage shipped across.

**Makura En Route from Vancouver.**  
The departure of the Canadian-Australasian liner Makura from Victoria and Vancouver is reported. The vessel sailed from British Columbia yesterday, according to advices received at the agency of T. H. Davies & Co.

## NEW STEAMERS INTENDED FOR PACIFIC

At the present moment the Nippon Yusen Kaisha have under construction at the Nagasaki and Kobe shipbuilding plants three huge steamships of 12,000 gross tons register, which upon completion will be placed in the European trade. These big crafts are to be named the Fushima Maru, the Suwa Maru and the Yasaka Maru, and according to the reports by recent arrivals of the N. Y. K. fleet all are to be completed and placed in commission early next year.

The fact that the N. Y. K. Company are showing such unusual activity in the construction of vessels of this huge tonnage, and the 10,500 ton steamer Katori Maru, has been placed in commission, and will next month be followed by the sister liner Kashima Maru, has an important bearing on the future operations of the Japanese concern in the trans-Pacific trade.

It is an open secret that the N. Y. K. intend to make important additions to their service between Hongkong and Victoria within the next few months, and in view of this it is quite

on the cards that several of the large steamships now plying from Japan to Europe will be placed in the trans-Pacific trade during the spring of next year. The North Pacific route is one of the best paying services maintained by the big Japanese company, and just as soon as the tonnage is available they intend to replace the older boats with a newer type of vessels.

The first change in this connection, will take place this month, when the former European steamer Aki Maru will be despatched from the Orient for the Coast. The Aki Maru has much larger cargo space, and her passenger accommodation is also greatly superior. The vessels that will probably be replaced next year are the Sado Maru, the Tamba Maru, and possibly the Awa Maru.

The American schooner Columbia following the discharge of a shipment of nitrates brought from South America, sailed from Kahului for Puget Sound yesterday. The vessel departed in ballast.

Sixteen foreign nations—Russia, England, Germany, France, Italy, Belgium, Denmark, Holland, Spain, Portugal, Norway, Sweden, Switzerland, Austria-Hungary and Australia—have tentatively accepted an invitation to send troops to an international encampment at the Panama-Pacific International Exposition in 1915. A military tournament, in which soldiers of these nations will vie with the boys of Uncle Sam, is being arranged by the war department.

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I have associated myself with the Honolulu Construction and Draying Company, Ltd., and in my new capacity I ask all of my former patrons to continue their business with this company. With the added equipment—auto trucks, cranes, etc., the company can guarantee prompt and excellent service. Satisfaction in every instance will be guaranteed.

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